



STATE'S FIRST PARKWAY LAUNCHED WITH IMPRESSIVE CEREMONIES

Many Notables Participate in Ground-Breaking Exercises
At Cranford

A new era of highway construction in New Jersey was ushered in when Governor Walter E. Edge and State Highway Commissioner Spencer Miller, Jr., turned the first spadefuls of soil on the alignment of the Garden State Parkway at Cranford on November 8th. The ground-breaking ceremonies marked the start of construction of the first section of a scenic route that will eventually provide parkway facilities from the New York State line to Cape May.

At the ceremonial site, which was located at the Centennial Avenue Raritan Road intersection in Cranford, a large crowd, including many notables, listened attentively to addresses, the themes of which were the commendation of a parkway plan for New Jersey, whereby motorists might travel in safety and comfort among scenes of natural beauty rather than along overcrowded highways whose road-sides too often consisted of a midway of junk yards, dilapidated shacks, gas stations, diners and billboards.

Commissioner Miller said, "This ceremony marks the dawn of a new day for not only motorists of New Jersey but represents an important new step by the State in the conservation of the beauty of its natural surroundings."

A 5-Year Program

In speaking of the over-crowded conditions of the present highways of New Jersey, he said, "Over the last 25 years, New Jersey has invested some \$350,000,000.00 in building a great system of land surface highways. It has been a very important network that has served both passenger and commercial vehicles. However, one of the limitations of our road building program in the past has been that under the law it was not possible to construct limited access roads."

The Commissioner then told of the campaign by civic organizations to achieve parkway legislation, successfully culminated by State Senators Pascoe and Wright, both of whom were among the speakers at the ground-breaking ceremonies.

"It is, of course, impossible to build a great parkway system overnight," Commissioner Miller explained. "It will take a period of perhaps five years to build a long inter-connecting system, provided funds are forthcoming from the Legislature. But we have today, as we turn this first ground, marked the beginning of the first effort in this state to develop a parkway system which is designed to conserve the countryside, to preserve in perpetuity the roadside from defacement and spoliation and to give to the motorists not only a safe road on which to travel, but one along which he will get some aesthetic satisfaction."

Inaugurated First System

Governor Edge said that he was pleased to participate in New Jersey's first parkway program and stated that he had often experienced a "feeling of envy" when motoring over parkways in neighboring states.

"Perhaps this is somewhat natural in my case because I had the pleasure and honor almost thirty years ago of inaugurating New Jersey's first State highway system which very rapidly became the finest in the nation."

In enumerating the advantages of parkways, the Governor mentioned that they will do away with traffic lights, eliminate grade crossings and dangerous intersections, provide safety islands to divide traffic so that legalized speeds can be maintained safely while cities and congested areas will be by-passed so that the full beauty of New Jersey's diversified scenery can be fully enjoyed by motorists.

Among the other notable speak-

ers on this occasion were U. S. Senator H. Alexander Smith; Lee Bristol, chairman of the Parkways and Highway Committee of the New Jersey Chamber of Commerce; Frederic C. Sutro, president of the New Jersey Parks and Recreation Association; Mrs. Laurence Wilson, president of the Garden Club of New Jersey, and Rev. Frederick W. Druckenmiller of the Connecticut Farms Presbyterian Church, Union Township.

The invocation was by the Rev. William B. Donnelly of St. Michael's Church in Cranford and the benediction by Bishop Gardner of the Episcopal Diocese of New Jersey.

Music for the occasion was supplied by the Cranford High School band and the Army recruiting service. The Cranford Post of the American Legion furnished the color guard. Mayor G. E. Osterheldt of Cranford opened the ceremonies which were attended by Mayors H. Roy Wheeler of Linden and Leon A. Schindler of Clark Township.

Arrangements for the ceremonies were under the direction of Frank Reddan, capably assisted by Robert Green and Earl Storer and men of their respective organizations.

The firm of Robert W. Cleveland of East Orange was the successful bidder on the first grading and drainage contract let on the parkway. He was one of six bidders on the 2.6 mile section in Union County and his bid of \$456,797.75 was \$120,000 under the second bidder, R. B. Jaggard Engineering Co., of Westmont.

This section will extend from Central Avenue to the Lehigh Valley R. R.

"Roads of Tomorrow"

Two events within the past three weeks in the Highway Department forecast the shape of things to come! On October 25, in Woodbridge Township, Middlesex County, Governor Edge and a group of other public officials and the representatives of civic organizations took part in the Ground Breaking Exercises of the first section of the first Parkway to be built under the Parkway & Free-way Law of 1945. Two weeks later—on November 8th—in Cranford Township, Union County, the Governor and an even larger gathering of public officials, civic organizations and interested citizens broke ground for the first section of the first Parkway to be built in New Jersey's history.

Both events mark the culmination of a long effort to secure the law, the funds, the preparation of plans and the acquisition of rights-of-way for the construction of a system of modern limited or controlled access roads to serve New Jersey's traffic needs of tomorrow. Taken together, these new modern facilities mark the beginning of the end of the old congestion on our main highways, many of the hazards to highway safety and last but not least the lack of adequate aesthetics built into the roadside. These new parkways and freeways, when constructed, will mark a new day for motorists and business alike. They will eventually open new recreational areas hitherto inaccessible; they will conserve certain parts of the countryside of the State, always subject to questionable exploitation. They will, in a word, provide roads without lights, traffic intersections and with landscaped borders, over which it will be both safe and pleasant to travel.

Governor Edge in a brief but telling address at the Parkway ceremonies said, in part, "I think that New Jersey did lag behind very badly for the past era or two in road building . . . In the past few years for various reasons we haven't kept pace. Frequently, as all of you, no doubt, have motored through the beautiful parkway systems north of New York City, on Long Island, and the Merritt Parkway in Connecticut, you must have felt just as I have felt, and asked the question: 'Well, how long is it going to be before we can renew that leadership in highway construction?' So, when I had another opportunity, backed by a very ambitious and determined High-

(Continued on Page 2)

Over 300 Members At Annual Dinner

Harold P. Jemison Elected to
Head Ten Year Club for
the Coming Year

Three hundred and ten members of the Ten Year Club met together at the 16th Annual Dinner of the Club at the Hotel Stacy-Trent, Trenton, on Monday Evening, November 4th, and we don't believe anyone who attended has cause to regret.

Retiring President Eugene Beckner presided at the business meeting which immediately followed the dinner and also presented the guests of the evening who included Commissioner Miller, State Highway Engineer Noble, Assistant State Highway Engineer Edward Kilpatrick, Executive Assistant to the Commissioner Col. Alex P. Gray and Eugene V. Connett, Superintendent of Equipment and Transportation Frank C. Young, who was also invited, was unable to attend because of illness.

The feature part of the evening was the award of 20 and 25 year service emblems to those members of the Club who completed such service during 1946. Thirty-five members were awarded 25-year emblems by Commissioner Miller and 51 received 20-year emblems from State Highway Engineer Noble. Ex-President Herman Kramer was in charge of this portion of the program and is to be complimented on the way in which it was carried out.

Cyrus Card, Chairman of the Welfare Committee, reported from the floor as to the activities of this Committee on behalf of Club members and all employees of the Department, and received an encouraging response from Commissioner Miller later in the evening.

Financial Secretary Arthur Egan and Treasurer Clyde W. Case also made encouraging re-

(Continued on Page 3)

BREAKING GROUND AT PARKWAY SITE



Flanked by willing helpers, Governor Edge turns the first spadeful of Union County soil at the ground breaking ceremonies for the Garden State (Route 4) Parkway. Others holding spades are, from the left: State Senator Roy V. Wright of Essex; State Senator Herbert J. Pascoe of Union; Mrs. Laurence Wilson, President of the Garden Club of New Jersey; State Highway Commissioner Spencer Miller, Jr.; U.S. Senator H. Alexander Smith; and Frederic C. Sutro, President of the New Jersey Parks and Recreation Association. Standing behind Senator Wright is Assemblyman Brescher of Union who sponsored the Parkway Bill in the House.

Employee Ratings To Be Augmented Thru Suggestions

Effective November 1 Commissioner Spencer Miller, Jr., has put into effect a plan of credits to be applied on the Efficiency Rating Form for those employees who have submitted suggestions of value in the Departmental Suggestion Plan.

These credits will take the form of percentage increases to an employee's net total and in view of possible earned credits up to and including 4 percent the plan provides an appreciable and fitting reward for sound suggestions, approved and put into operation. Since the plan also provides for credits based on values realized through trial over a two-year period, it is possible to earn credits in more than one efficiency rating period for a single suggestion.

Commissioner Miller has approved this plan to provide additional and tangible recognition for employees making sound suggestions for Departmental use. It is hoped that someday a means may be found to provide some official monetary award as is provided in industry.

Since the inception of the Suggestion Plan in February, 1943, Commissioner Miller has made annual awards of Certificates of Merit to those employees submitting top quality ideas. Thirteen such certificates have been awarded to date. The recipients were Maurice Salamandra, E. V. Connett, Harry Fowler, George A.

(Continued on Page 4)

THE HIGHWAY

Published by the New Jersey State Highway Dept.
In the Interests of Its Employees

W. CARMAN DAVIS, Editor

Contributing Editors:

Fred C. Claus	Mabel Beans	Arthur Egan
Elmer L. Meyer	Arthur J. Lichtenberg	James O'Rourke
Peg Beatty	W. Eugene Beckner	Claire Laczoni
John Kilpatrick	Morris Balbresky	Joseph Natale
		Fred Quinn

Publication Office: 148 West State Street, Trenton, N. J.
Telephone: Trenton 2-2131—Extension 573

20

MODERN HIGHWAYS

Recent ground-breaking ceremonies for the Garden State Parkway and the Route 100 Freeway mark the beginning of a new era in New Jersey highway construction. Those Highway employees who have been with the Department for many years will recall the other new eras which have marked the steady progress of road building in New Jersey.

Following World War I the automobile—which for a quarter of a century had been evolving slowly from a horseless buggy into a dynamic factor in our economic life—burst upon the scene with urgent demands for permanent hard-surfaced roads. "Modern" highways, 18 feet in width, were constructed in all sections of the State, only to give way to roads 20 feet wide before their concrete had fairly set. Three-lane and four-lane arteries followed in rapid succession, each the "last word" in highway design. Also came the era of traffic circles, cloverleaves and divided highways. Right-of-way widths increased in leaps from 50 to 300 feet in a matter of 30 years. The old colored bands on roadside telephone poles, long used as route designations, as well as the wooden crossroad signs, gave way to functional metal and illuminated cautionary and directionary markers. Reflecting curbing and highway illumination appeared upon the scene, each a step toward a motoring millenium.

Today, as we look forward to the development of a vast system of parkways and freeways in New Jersey, we recall with a tolerant smile many of these forward steps of yesterday. But it is well to remember that the truly modern highways we are about to build will be constructed upon the solid foundation of former forward steps. Progress is not confined to any particular age—in fact, it has a habit of going forward at an ever-accelerating tempo. Perhaps some day truly "modern" parkways will replace those that today are considered to be the ultimate in design. If so, it will be in the true tradition of the New Jersey State Highway Department.

"ROADS OF TOMORROW"

(Continued from Page 1)

way Department, we were successful even with all the difficulties surrounding us, to make this modest start."

What leadership we have lost in the past we purpose to regain. In this dynamic age there is no standing still! There is truth in an old folk song:—

"You can't stand still on freedom's track,
If you don't go forward, you must go back."

We are not going back—we have now set our faces to the task of building the roads for the New Jersey of tomorrow. Let us all work together as a team to achieve that goal.

Spencer Miller, Jr.
State Highway Commissioner

The Campaign's On—Welcome
Your Volunteer Solicitor....

GIVE

to Your
Community
Chest!

25 Agencies plus the USO and
Veterans' Bureau Depend on Your Help!

CONSTRUCTION COMMENTS

FRED C. CLAUS

UPPER MONTCLAIR Frank Spagnola

Excerpts:
"Do you notice the trees full of beautiful leaves
As the Autumn pictures grow
In the grandest views of such wonderful hues
That are mixed with a heavenly glow."

"Once kissed by the sun—to a red, gold, or brown,
A wealth of color in tint and shade;
Now kissed by the wind—so they tumble down
And gayly fly on their last parade."

Yes—fall is here—and Mother Nature, in a grand finale of splendor, was generous with her glorious colorful transition from summer to winter, wasn't she! Fellows like Englishman, Kettlewood and Simpson, living in the rural regions, are indeed fortunate to be so close to beautiful nature—we city folks envy them!

Rog Coupe is "home" again, at his familiar desk, and we're glad—he's nice to have around.

Welcome to the Highway Department: Arthur C. Lincoln and Robert C. Loehwing, new Engineering Aides—Art is son to Abe and Robert hails from Teaneck.

Mr. and Mrs. John Matchett played host to a nice affair held at their home in Paterson on October 15th. The happy occasion was the christening of their husky brand-new youngster, John Colin. Happy days, son.

Sanwald—must it be a Stetson—he knocks Knox, imagine!

Johnny Lincoln and Howard Rigby were seen scouting "oil country" recently in Bayonne—in re to a future access road.

On an emergency stake-out job the other week, Frankie (Sanwald) Beberick complained that the 6-lb sledge hammer was too light—likes them from 12 to 20 lbs., says he! "Old Sarge" Kettlewood still swings a mean sledge, believe me. Sanwald pitched in with a few good licks, taking a turn at the hammer. Brothers Matchett and Simpson rounded out the full survey complement.

The Rt. S3, Secs. 4 5 grading jobs through Clifton and Rutherford, which were let last month, will soon be humming with activity. Sid Neville and his survey crew can be seen staking out and tying in all the important points of the job, in anticipation of the contractor's needs for lines and grades.

NEWARK

Realph M. Perry
The most recent addition to the Newark Office of Survey and Plans is Miss Justine Koecik, our charming receptionist, who has the distinction of being the first female influence in our ranks.

Bill Hasburg has proven recently that he can still save money on his salary, as he has just purchased a new Chevrolet.

Bert Vreeland is getting accustomed to store teeth and we admit that it adds distinction to his smiling countenance.

It is rumored that Joe Adrosko is soon to become a benedict.

William Kaufman and his recent bride spent their honeymoon in New England.

E. R. Vilar, one of our surveymen, reports an addition to his family—a baby girl. Congratulations!

We welcome to our survey crew S. M. Sterner, who was transferred from the Projects Division, and F. J. Palkowetz, an Engineering Aide.

WOODYLYNNE

Bill Hurley
Ed G. Hofgesong and Tom Conley, two young students of the Wharton School, Institute of Local and State Government, University of Pennsylvania, have taken up temporary quarters in the Woodylyne Office in order to complete their field work. They are making a study of zoning regulations on Routes 28 and 29. We wish you luck, boys.

Wayne Tusing, before leaving for a trip to Trenton two days after the World Series had been won, asked if there was a game today. Someone said yes and Wayne asked for an inning in the pool. He was told there was only one left, but he could have it. He promptly paid his twenty-five cents and left for Trenton, thinking he had Boston in the 6th inning. When he returned, he was informed that he had won the pool and the twenty-five cents was paid to him. He discovered later that he was the only one that bought an inning in an imaginary game two days after the annual classic ended.

Wayne has been tentatively assigned to assist in teaching surveying at Rutgers University three days a week. Under the G.I. Bill of Rights he will teach short courses in Engineering Aide.

Harry Marvin will again visit Rutgers University on December 7, where he will address a conference of licensed land surveyors of New Jersey. Mr. Marvin's subject will cover New Jersey State Highway methods of surveying, as built surveying and maintenance.

Advice to Hunters: A deer does not wear red; he walks on all fours, and does not resemble a man in any way, shape or form.

BRIDGE BRIEFS

A. J. LICHTENBERG

We wish to formally welcome Michael Tristan to the office staff. All who attended the recent "Ladies' Night" will recall how well Mike acquitted himself vocally. When we learned that he was trained in Russia and Czechoslovakia and that he did tenor solo work during the 1926 opera season at the State Opera House, Bratislava, we said, "No wonder!"

Michael Tristan started employment in September as a Bridge Designer, his last employer being the All State Engineering Company of Trenton. His formal education was completed at the Polytechnic Institute at Prague where he graduated in 1928 as a Civil Engineer after majoring in structural design. After graduating Michael came to this country and has supplemented his education with brief courses at Iowa State Engineering College, Princeton University and Ohio Mechanic Institute.

Curtis D. Weller has just completed an interesting assignment in making soundings and ascertaining pile conditions of bridges in tidal waters along the Atlantic coast. Divers have found that the teredo has done serious damage to the Island Heights-Seaside Park Bridge across Barnegat Bay and to the Somers Point-Ocean City bridge over Beach Thoroughfare.

Briefs: Paul Gabrenas has just joined the Mercer County Chapter N. J. Society of Professional Engineers, and in so doing joins with professional men in their efforts to assist the Society in doing

LABORATORY LINES

PEG BEATTY

We are happy to report that Thomas MacKore is well on the road to recovery after recently undergoing an operation on his knee. We look forward to welcoming him back to the Lab.

We are glad to have Jean Anderson back to the Lab after a short illness.

Norm Schaller, who received an unwelcome notice from the OPA to vacate his present residence, is breaking ground to build after wearing out two pairs of shoes trying to find a place to rent.

We would like to see William George and F. F. Buklad, Material Inspectors, become Lab employees. They are ex-service men.

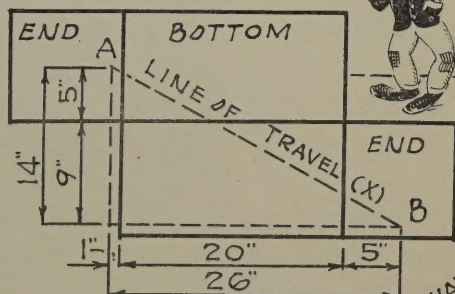
Just a suggestion that Bud Wahl and George Lear should receive some sort of compensation for heckling soccer players and giving so much unneeded advice.

things that need to be done . . . Fred Dileo (Eddie Cantor of the Bridge Division) seen at Princeton football games with five ladies in the party . . . John Everitt heeding the call of the sea and signing up "cruise by cruise" . . . Bridge Division Club President George Heffernan presenting a very constructive program for the year at the November 14 meeting. Plans for the mid-winter dinner were advanced . . . Welcome back to Stae Kanyuh from a recent sick leave and best wishes for abounding health . . . John J. Krieg, Resident Engineer, assigned to piers for Route S-3 Passaic River Bridge at Rutherford as well as Main Avenue and River Road Bridges . . . John J. Sheenan back with the Division and assisting Krieg. Jack did some fine vocal work with the B. D. quartet recently.

A customer called the photographic department of a large drugstore to ask if they would enlarge a snapshot of her son. Yes, they would. Then she wanted to know if they could remove his hat—she would rather have the enlargement without the hat. That could be arranged, but on what side did he part his hair, and was it straight or curly? "Don't be silly," snapped the woman, "you'll see that when you take his hat off."

Henry Mueller inspecting the Skyway painting job for Maintenance Division . . . Ed. Coursen, Leon Chatten, C. Appleton and Jim Whitehead recent office visitors . . . Arthur Stetser back from vacation . . . P. J. McCullough still on the sick list and we trust making gains . . . Albert E. Lee carrying on with Erie R. R. job on Route 4 at Warren Point and adding Route 6, Section 22, Union Bridge . . . Dorothy Jakubis on now gracing our outer offices and rendering a much needed service . . . It has been said that "Tact is the ability to give a person a shot in the arm without letting him feel the needle."

... BUG PROBLEM.
Solved!



$$X^2 = 14^2 + 26^2 = 872$$

$$\sqrt{872} = 29.5296"$$

•SEE OCT. "H.WAY"•
FOR PROBLEM.

ELECTRICAL FLASHES

JOHN KILPATRICK

Many people tell stories about the absent minded professor, but few can tell about the absent minded Supervisor of Bridge Operation. It seems that on one of the semi-monthly visits of the field men to the Trenton Office, **Russ Henry** was kind enough to make a trip out to get the sandwiches for lunch. He wrote out just what everyone wanted and how much money they gave him and left. Some ten or fifteen minutes later he returned and passed out the provisions. Came 12:30 and an awful disturbance started in **Don Henderson's** office. The reason—Russ forgot to get anything for himself.

Armand Innocenzi spent his vacation hunting pheasant in South Dakota. The party returned with the legal limit and from all reports the birds were more abundant than the crowds on the Jersey beaches in August.

Hank Johnson will soon be a resident of Ewing Township, having purchased a home on Penrod Avenue. And Hank says that the "ad" we ran in this column recently had nothing to do with it.

Tom Borden luckily escaped injury when his ladder truck overturned on Route 26 that foggy morning October 28th.

We understand that **Armin Schleiter** has returned from a vacation in Florida. "Windy" has been around to tell us about it, but rumor has it that the trip was swell.

With all the celebrities moving dirt at the ground breaking for the first section of Route 100, **Al-cald Wright, Sr.**, decided to get a new kind of reminder of the occasion. When Gov. Edge turned over the first shovel of dirt and worms, Al stepped out and picked up a handful of the dirt to take home.

It is with sincere regret that we publish the announcement of death of **John M. Willett**, Bridge Operator on the Route 35 Cheese-quake Creek Bridge. John died on November 5 after twenty-seven years service with the Highway Department.

Your M. C.
presents—

THE LADIES...

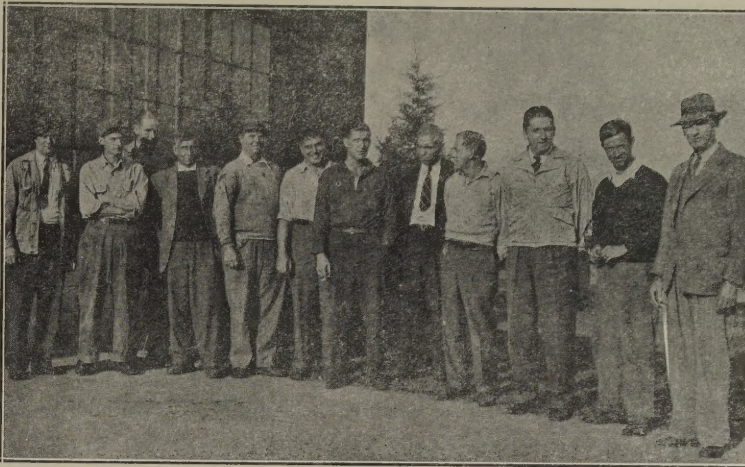
Bless Them

First and foremost, your M. C. appreciates no end your inquiries concerning the absence of our column in the October issue of **THE HIGHWAY**. That we have a "public" is gratifying... but to quote Kovacs of the Trentonian, "After all, you can't expect us to print the kind of stuff WE write, can you?"... So we again request your contributions.

Peace and quiet now reigns in room 218... The transfer of the girls of Mr. Hurley's staff to room 14, with the exception of **Mary Cunningham** who braves it alone, has caused quite a bit of comment to this effect. This "disturbing element," however, could not have been too disturbing, as is evidenced by the frequent visits of the boys. Could be the visits are prompted by business reasons... could be the serenity is too much for them... could be...

At a luncheon in the Carteret Club on October 17, **Helen Disbrow** accepted the fond wishes of her co-workers on her leave from the Department. They expressed their sentiments further with the presentation of a lovely rhinestone pin which also can conveniently be worn as clips. Helen's hostesses were **Mary Cunningham**, **Mildred Friedman**, **Anne O'Connor**, **Marilyn Siddall**, **Mabel Beans**, **Madge**

DRAWBRIDGE REPAIR CLASS AT FERNWOOD



The above group are part of the class in electric drawbridge trouble shooting being conducted on the last Wednesday of each month by Superintendent of Drawbridges **Dorland J. (Don) Henderon**. From left to right they are: Supervisor of Bridge Operation **Russell Henry**, **George Pepper, Jr.**, **William Emmons**, **John T. Deter**, Supervisor of Bridge Operation, **Frank Force**, **Jerry Iannoccone**, **Daniel Glendenning**, **Henderson**, **Elias Argust**, **George McKnight**, **Andrew Snellgrove**, and Supervisor of Bridge Operation **Edward W. Downs**. **George Pepper, Sr.**, **William Koerbel** and **Percy Stuermann** were not present when the photo was taken, having been called away for emergency repairs to a south Jersey drawbridge. The course given by Mr. Henderson covers fundamentals of theory and practice of drawbridge operation and locating and repairing electrical and mechanical failures.

Kiernan, Dorothy Hunt and Eileen Logan.

The Traymore Hotel in Atlantic City seemed the right prescription for **Theresa Ryan**. The nasty sprain Theresa had suffered sometime ago had kept her on the absentee list... however, she's back on the job now, albeit, we notice, with her ankle still well taped.

So near and yet so far away—as soon as the offices are ready for occupancy—**Alice Carrell**, **Miriam Devlin** and **Dorothy Layton** will transfer their working quarters to 146 West State Street. After so many years, it's practically like moving away from home and we feel, too, as **Miriam** so aptly put it, this little item should be "edged in black." Still... we'll be seein' you, girls.

Sometime ago we mentioned that following **Dorothy Jakubis** around is good training for chess. Now we've some new intricate moves to witness... so, if you'll get out your boards, perhaps you can follow them clearly... **Dorothy** has been transferred from Mr. Newmark to Mr. Goodkind. In the meantime we are happy to note that Mr. Newmark's present secretary is no new acquaintance to us, but an old one... **Grace Moore**, who was previously with the Electrical Division at 148 W. State Street. At 148, in the Planning and Economics Division, something "brand new" has been added by name of **Rita DeVaney**, who is assisting **Helen Tallon**. **Helen**, we hear, has had an unfortunate accident which resulted in a broken wrist. We sincerely hope that this does not incapacitate her for too long a time.

In the midst of all this business activity, conversation with **Mary Magine** reveals that in lieu of certifications and transfer papers, Mary's concern rather is with the selection of wall papers and new furniture for the home into which she and her husband have recently moved and are having remodelled.

However belated as an item, we feel the trip of **Edith Toth** to Denver, Colorado, and the visit to Silver Springs, Maryland, by **La-Raine Birch**, are still fresh in the memory of the girls, and being pleasantly remembered are also worthy of mention.

We conclude with the "Typists' Prayer," by **Jane E. Hockenberry**. Oh, Lord, we pray with all our might To send us men who, when they write

Will dot their I's and cross their T's
And not make R's that look like V's.

What care we if the world they shake
With some great compound that they make;

Or if they've worked on Atom B
Or know the worth of DDT.

Our problem is to reason why
Some make an E that looks like I;

Or some write small and some immense
And yet from both we must make sense.

We ask Thee not for wondrous men
Who are true artists with the pen;

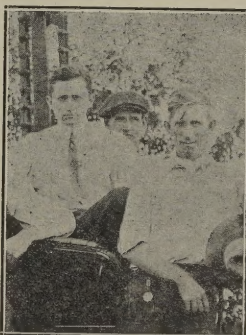
Nor do we want men from the school
Where fancy printing is the rule.

This favor small, oh Lord, we ask
To aid us in our daily task.

If you'll make men who write with care
They'll be the answer to our prayer.

... 'Bye now.

PAROLED



Through a typographical error in the October issue of **THE HIGHWAY** (which was laboriously corrected in 3,000 copies) these gentlemen were listed as convicts. The caption accompanying the convict labor photo read in part "all those in the picture are now inmates..." Of course it should have read "are not inmates." We feel sure that both Messrs. Reed and Carr will be gratified to know that their good names are still untarnished.

Maintenance Notes

GENE BECKNER

It is with regret that we report the deaths of two veteran maintenance employees, **Joseph Arrastibia**, of Paterson, who had been employed in the crew under the supervision of **Foreman Charles Pfeffer**, and **John Frederick**, of Freehold, who worked for **Foreman Kenneth Ely**. Mr. Arrastibia died at his home in Paterson on October 12th. He had been employed by the Department since March 1, 1932, and was a nephew of the late **Thomas Arrastibia**, who was formerly the maintenance foreman in charge of the Fort Lee area. Joe was an extremely likeable fellow and will be missed by his fellow employees as well as the traveling public in the neighborhood where he worked. He is survived by his wife and four children, and to them we extend the sincere sympathy of all Department employees. Mr. Frederick died at the Marlboro State Hospital after a lengthy illness. He had been employed by the Department since May 18, 1936, and is survived by three daughters and three sons. To them, too, we extend our sympathy.

Bob and Jack Whelan, sons of **Foreman A. B. Whelan**, of Washington Crossing are both members of the varsity basketball squad out at Iowa State University, where they have matriculated since being discharged from the U. S. Marine Corps late in 1945. Both boys were outstanding athletes during their preparatory school days prior to enlistment in the Marines and they are still carrying on in first rate fashion. Recognizing the caliber of basketball played in the Western Conference, varsity standing is proof of their prowess. Here's hoping Iowa has a championship squad and that we can see them at Madison Square Garden later in the season.

Mark Jarosky, of Manahawkin, returned to duty recently following a long illness with **Assistant Foreman James Upton**. We are glad to welcome Mark back to work. He had a serious seige of it and for a long time it was doubtful whether he would ever resume his customary duties. He made a remarkable comeback and we hope his condition continues good.

Peter Simonse, of Paterson, has been forced to the sidelines for some time now with a serious illness. Peter is employed in the crew under **Foreman V. J. Burger**, and we hope to see him back to work soon.

From the number of maintenance employees who scheduled their vacations for the first few days of hunting season, we have our share of Nimrods in the Division. We would be interested in hearing of the results. Any of you fellows who have been exceptionally lucky or who encountered anything unusual in your hunting experiences this year, let us hear from you.

Charlie Doherty, of the Trenton Office, recently celebrated his 6th Wedding Anniversary. "Doc" and the Mrs. enjoyed a trip to New York theater-going. **Tony Kuhn** marked his 23rd Wedding Anniversary on October 10th, so "Doc" has a bit of time to make up. Congratulations to all concerned!

Your reporter has returned to the ranks of rural dwellers and is now comfortably quartered in Allentown, New Jersey, after a long house hunting search. After almost 15 years of apartment living, a whole house—even if comparatively small makes one rattle around a bit. Aside from the trip back and forth in a rather ancient vehicle, I heartily recommend the change.

number of errors have crept into the membership list which appears in the back of the Year Book and all members are asked to check on the accuracy of the information therein in regard to themselves and to inform President **Jemison** or **Gene Beckner** of such errors.

The Entertainment Program for the evening was in charge of **Flavin Ireton** and his committee and they outdid themselves in providing unlimited refreshment and excellent amusement.

10 Year Dinner

(Continued from Page 1)

ports, although in view of rising costs the financial position of the Club is not so advantageous as previously and all members are urged to bring their memberships to a fully paid up basis.

Prior to the dinner, balloting took place on applications for membership and the election of officers for the coming year. The following slate of officers was elected and insures a successful year ahead:

President, **Harold P. Jemison**; 1st Vice President, **Flavin A. Ireton**; 2nd Vice President, **William Wharton**; 3rd Vice President, **William Carnival**; Secretary, **Edward H. Drake**; Assistant Secretary, **Charles J. Engenbach**; Financial Secretary, **Arthur J. Egan**; Treasurer, **Clyde W. Case**. Forty-six new applications for membership were received, and were unanimously approved by the Club. These new members include the following:

Construction Division—**T. R. McDearman**, **Frank L. Tindall**. Electrical Division—**George C. Anderson**, **William Emmons**, **Edward W. Downs**, **Andrew Snellgrove**.

Equipment Division—**George H. Buchanan**, **Donald MacNeil**. Laboratory—**Custer L. Lynn**, **Charles E. Pollock, Jr.**

Projects—**Alfred A. Faxon, Jr.**, **Alzem N. Sustick**. Survey and Plans—**Peter S. Jensen**, **Lawrence Kavanaugh**, **Stephen G. Link**, **August J. Seber**.

Maintenance Division—**Edwin F. Broome**, **George Calloway**, **Madden Doughty**, **George A. Erickson**, **John T. Grant**, **John O. Hausman, Sr.**, **Howard D. Hoagland**, **Edward E. Hunt**, **Arthur Inman**, **Otto Katt**, **Stanley McKelvey**, **Otto Kramer**, **Oliver Kries**, **Michael A. Lanzara**, **John Ledger**, **Harry C. Lussy**, **Morgan Manion**, **Roy McDonald**, **Harry Mullin**, **James Pattison**, **John Rankin, Jr.**, **Harry Reese**, **William Romano**, **Dorsey Schaible**, **Ralph Seran**, **Charles D. Smith**, **Joseph Strahart**, **Harry Tansley**, **Cashman Vaughn**, **Charles J. Young**.

In taking over the reins of the Club for the coming year, President-elect **Jemison** asked for the continued cooperation of all club members and in particular requested that all make determined efforts to attend as many of the Club's functions as possible in the year which lies ahead. Committees for the coming year will be appointed in the near future by President **Jemison**, and every committee member will be asked to assume an active part in the delegated duties.

Souvenir programs at the dinner were distributed under the direction of the Year Book Committee, and it was an excellent job. Over the years, however, a

G. I. BOWLING TEAM



This is the bowling team which sprang the season's biggest upset when they trounced the league-leading Machine Shop Team three straight games recently. From left to right, in front row, are: Andy Zalescik, George Visokay and Kenneth Emmons; in the rear, from the left: Al Szombathy, Jack Washlske and Al Walz.

EQUIPMENT
ITEMS

JAMES O'ROURKE

Some faces were red, others full of smiles, pocketbooks in some cases were hollow, while others were stuffed, but nearly all of the throats belonging to the boys at Fernwood were sore and very hoarse. The occasion? Well, the lowly last place G. I. Bowling Team put the pressure on and showed what coordination and team play really can produce by trouncing the league leading and high flying Machine Shop Team for three straight games and thereby becoming the heroes of Fernwood. This match had been eagerly awaited and a large number of rooters were on hand for both sides, but the G. I.s were not to be denied and proceeded to roll up scores of 781-772-864 against 778-721-771 to win the match.

The victorious team members pictured above are Jack Washlske, Al Szombathy, Al Walz, George Visokay, Ken Emmons and Andy Zalescik.

To celebrate the victory, the G. I.s secured an old crepe from a funeral parlor and hung it on the Machine Shop door together with a sign reading, "The mind is present, but the spirit was buried last night."

Sympathies of Fernwood are extended to Jack Geoghean on the death of his sister who passed away at her home in New Brunswick on Sunday, October 19, after a short illness. Also to Al Baldwin, Fernwood Truck Driver, on the death of his brother who passed away at his home in Trenton very suddenly.

Tom Dowler, one of Fernwood's G. I. mechanics, solved the housing problem by purchasing a new home in West Trenton.

Anyone doubting whether income tax returns mean anything can secure valuable advice by contacting Joe Carrige. He received a notice from the Bureau of Internal Revenue that on a certain day a deputy would arrive with a warrant and take him into custody until such time as the necessary payments would be made. Being a law-abiding citizen, Joe promptly got out copies of his returns and hid down to the Internal Revenue office to compare receipts and returns. The auditors soon convinced Joe that a slight error was made in calculation and could be settled for the small difference, plus the penalty. Needless to say, Joe willingly complied and added another receipt to his list.

Bill McCullie, Roller Operator, suffered a heart attack and has been confined to his home for a long rest by his doctor.

Bob Kreps and Leon Crush, who have been on the sick list for quite some time, paid a visit to Fernwood recently and both showed how rest and obedience to a doctor's orders pay dividends. They

Employee Ratings

(Continued from Page 1)

Heffernan (2), C. H. Weller, Richard A. Snyder, Benjamin Cleave, Stanley Lukasiewicz, Lawrence Hock, Joseph Martine, Armand Innocenti and D. S. Herbert. These awards will be continued.

Employees will be interested in knowing that the percentage credits will be derived from a point system wherein the suggester is given credits for his suggestion as its value is established. These point totals will be published each month in "The Highway" so that all may follow each other's scoring progress.

These monthly scores will accumulate for one year and top score suggesters will be in line not only for Certificate of Merit awards but for such cash awards as may be made available through Departmental organizations and others interested in participating in so worthy an objective.

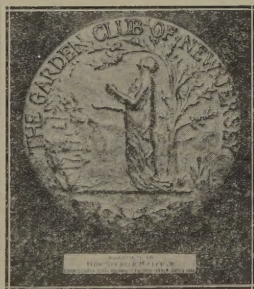
So, the alert and poggessive employee has three objectives as compensation for his ideas, a Certificate of Merit award, a cash award, and increased Efficiency Rating percentage.

Your ideas for sound improvement in any Departmental job are welcomed and your cooperation will be valued. Send your well-thought-out ideas to the "Suggestion Box," State House Annex, Trenton.

both looked very good and are hoping that the doctor will soon release them so that they may get back in harness once again.

Leon Anton paid Fernwood a visit on October 18 and showed such marked improvement that many did not recognize him at first glance. Leon really looks fine and reports that he feels as good as he looks. He is looking for his discharge from the hospital very shortly and is anxiously awaiting his return to his old duties. We all join in wishing him and the two others mentioned above an early return to work again.

THANK YOU LADIES



The annual Grand Award of the Garden Club of New Jersey which was presented to Commissioner Spencer Miller, Jr. in recognition of his efforts and those of the State Highway Department to establish more beautiful roadsides in New Jersey.

Seeing-Eye Dog
Aids Highwayman

Several years ago DeForest Ely lost the sight of both eyes in a gunning accident. At that time he was employed in the maintenance crew of Fred Yannut at Hightstown as a truck driver. Since that unfortunate occurrence, however, Ely works at the sign shop in Fernwood where he places reflector buttons in signs with a skill unequalled by sighted employees.

Recently he acquired a seeing eye dog which has made him practically independent of assistance in any form from his associates. To see him striding confidently through the yard at Fernwood, led by his German shepherd, would convince even the most skeptical of his ability to shift for himself. He and Boy form a very self-sufficient team.



The story of the month that Ely spent at Morrisston learning to handle his dog is one that bears retelling. This time was spent in hard work for both man and dog. Four hours each day were devoted to field training, up and down stairs, through a maze of rooms with open and closed doors, across streets heavy with traffic, through tunnels, and even across railroad tracks.

When not actually working with the dog, Ely listened to lectures on the care and feeding of his constant companion. He learned how to groom him and bed him. He was taught the proper commands and the tone of voice in which they should be given. He carefully acquired a knowledge of when and how to give a reprimand.

Wins Dog's Affection

One of the most interesting phases of the training program consisted of winning the affection of the dog away from the trainer who had previously handled him exclusively. This was accomplished by gradually transferring to Ely the job of feeding and playing with Boy, and also championing him when he was unnecessarily scolded by the trainer.

As the training progressed, the trainer became more and more hostile to the dog and Ely gradually became the person to whom he transferred his affections.

To enable the blind to be properly guided, each dog wears a harness to which is attached a rigid U-shaped bar or handle. Through this the slightest movements are transmitted. When not working, however, this harness is removed for the sake of comfort and a collar is put on the dog.

A most remarkable feature of Boy's ability to guide is the manner in which he will stop if an overhanging object, such as an awning or sign, is too low to allow Ely, who is a six-footer, to pass under safely. Another thing which he enthusiastically does is to guard his master. It would be decidedly unsafe to attempt to get rough with DeForest when the dog is by his side—and this incidentally is 24 hours a day. He warns those who approach with a long menacing growl which shows only too plainly that he will tolerate no funny business.

Sometimes at noon Ely visits his brother who lives about a mile from Fernwood. To see him on such occasions striding confidently along would give you the impression that he is leading the dog rather than the other way around. They form a pretty well-coordinated team, this man and the dog who does his seeing for him.

TIGHT RACE FEATURES
HIGHWAY BOWLING LEAGUE

Machine Shop Continues to Set Pace by Single Game

A real knock-down and drag-out battle is taking place for possession of the No. 1 spot in the Highway Bowling League. Only one game separates the pace-setting Machine Shop team from the Fernwood Guards in second place—the identical situation which existed one month ago. During the interim, fifteen games have been rolled by each team.

The leaders are not experiencing easy going, however, as is evidenced by the recent games in which the Fernwood G.I.s took their measure in three straight games. The hard-pressed Machine Shop keglers also dropped out of three to the Fernwood Guards at their last meeting.

Equipment is still setting the pace in high score with 2645 total for three games. Second and third places in the high total are held by White Line with 2625 and Machine Shop with 2530. High single game is also held by Equipment with a total of 971 pins, Fernwood Office with 931, and Machine Shop with 928 followed.

Individual honors for three high games are held by Pete Tuozolo with 615, Chris Kucker with 603, and Mark Stevens with 597. Frank Dunn has the highest single game score to date, having bowled 257. Stevens' 236 and Tim Brennan's 225 are the next highest games.

Team Standings

	W.	L.	Av.
Machine Shop	22	8	767
Fernwood Guards	21	9	739
Electrical	17	13	774
Equipment	16	14	841
White Line	16	14	717
Fernwood G.I.s	15	15	730
Maintenance	14	16	759
Maint. Painters	11	19	669
Fernwood Office	9	21	727
Inspection	9	21	665

Leading Averages

C. Kucker	180
P. Tuozolo	178
M. Stevens	175
G. Collins	173
P. Clugston	171
T. Brennan	169
F. Dunn	168
J. Radice	168
E. Pinteralli	167
E. McCabe	166

PROJECTS
PARAGRAPHS

E. L. MEYER

Frank E. Harris, Assistant Supervisor of State Aid Projects, has been confined to his home for several days suffering from a gall bladder infection.

We are glad to report an improvement in his condition and hope that he will be able to return to his duties within the next couple of weeks.

Congratulations to Inspector Ezra Peck of Princeton, who recently became the father of an eight pound baby girl.

The Projects Division has added the following men for temporary seasonal work as Highway Inspectors and their assistance has been most welcome: Bernard D. Bright of Dennisville, Adam C. Dziadul of Bayonne, James J. Gryzius of Woodbridge, Kendall W. Harris of Barnegat City, Charles L. Keil of Westwood, Joseph H. Murray of Cape May, Robert E. Oates of Caldwell, Robert L. Shinn of Point Pleasant, Marvin C. Smolenski of Hillside, Paul H. Snyder of Oxford, Gilbert M. Stout of Hackensack, and John H. Teischer, Jr. of Somerville.

Inspectors Wilton Goss and Sidney Sterner have transferred from the Projects Division to the Construction Division.

PLANNING and
ECONOMICS

FRED QUINN

Helen Tallon's broken wrist is on the mend and we all hope that she will be with us again very soon.

Lucky Sam J. Guidotti acquired both a bride and a home on November 16. Sam says his trip to Philadelphia to see the play "Song of Norway" was well worth while.

George DeHahn, the most recent addition to the staff, is planning to be married in December. Many pamphlets depicting the enchantments of various honeymoon rendezvous have been in evidence, but the choice has been narrowed down to Atlantic City or Quebec. New Jersey has many nice spots, George.

Max Wagner thoroughly enjoyed his vacation, which was spent in getting his new home in shape and moving into it.

W. R. Bellis is still on the "home" stretch. Never before has the Trenton Times classified page received such a going over. The pace is rapid and the goal is just around the next real estate office.

That person (Mr. Kilroy) is causing considerable speculation between R. E. Vanaman and G. DeHahn. Last report has it that "Mr. K." is responsible for that huge hole in Stacy Park.

George Mendez is in the market for two dictionaries—one from Irish to English, and the other, you name it. He's really stumped. Shall we call it plain ordinary world-wide baby talk? Anyway, he needs them to understand his daughter-in-law and eighteen months old granddaughter who arrived "Thursday," October 17, from the "Old Sod."

J. Severns, E. Engleman, T. Frascella and C. Hurley have moved from the basement of the Annex to the 2nd floor of 148 West State Street. A raise, eh?

Recent visitors were E. F. D'Ancona, W. Dierolf and J. D. Edwards. Ed Raymond was in for a short stay, too.

We hear that L. W. Selb is doing a fine job on the petitory.

Staff Kwoatations: O. H. Fritz-sche, "I'm hungry." W. R. Bellis, "I hear you have a house for sale." Max Wagner, "Now—wait a minute." M. Gertel, "It's not a science—it's an art." G. Mendez, "You see—it's this way." S. J. Guidotti, "In China . . ." G. DeHahn, "Let me get this straight." R. E. Vanaman, "Last night at the Meadowbrook." And one other, "What day wanna buy?"

NEWARK
Joseph Natale

Newest addition to our office force is young, smiling ex-G. I. Robert W. Mullin. Bob served two years in Europe with the 2nd and 12th Armored Division and hails from Orange.

Lillian Russo is back again after a long illness. "Lil" had a rough time of it but returned looking like her old self.

Already one of our past predictions has come true. Gene Hoerth joined the ranks of the benedictos in November 16. The lucky girl is Miss Anne C. Schwab, of Clifton, N. J. Congratulations, Gene, and lots of luck.

Recent visitor to our office was Neil Sparkman, Public Roads Auditor. Neil's fears of sleeping on a park bench were needless on this trip.